





## Intimations.

WHAT TO DRINK!  
AND THE TIME TO DRINK IT!

Before Breakfast.

CHAMPAGNE BITTERS

AND

CROWN SODA.

Before Tiffin.

CHAMPAGNE BITTERS

AND

SHERRY.

Before Dinner.

THE SAME.

At other times and at all times  
Champagne Bitters and Whiskey is  
good.

Stick to this advice and you'll  
never know you have a liver.

WATKINS,  
LIMITED.

Chemists and Aerated Water

Manufacturers.

Hongkong, 13th August, 1901. [714c]

## To-day's

## Advertisements.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR AMOY AND TANSUI.

THE Company's Steamship

"HAINAN,"  
Captain Passmore, will be despatched for the  
above ports, TO-MORROW, the 22nd instant,  
at Daylight.

For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.

Hongkong, 21st August, 1901. [883c]

"GLEN" LINE OF STEAMERS.  
FOR YOKOHAMA AND KOBE.

THE Steamship  
"GLENGYLE,"  
Captain T. Darke, will be despatched for the  
above port, on TUESDAY, the 27th instant.

For Freight or Passage, apply to  
MCGREGOR BROS. & GOW.

Hongkong, 21st August, 1901. [899c]

KELLY & WALSH, LD.  
NEW BOOKS.

A DIARY OF THE SIEGE OF THE LEGA-  
TIONS IN PEKING, by Nigel Oliphant \$3.00  
THE REAL CHINESE QUESTION, by C.  
Holecombe 1.50  
ALL THE WORLD'S FIGHTING SHIPS,  
by F. T. Lane 9.50  
ROYALTIES OF THE WORLD, by  
EARL ROBERTS AS A SOLDIER IN PEACE  
AND WAR, by Capt. W. E. Cairnes 6.75  
HOW TO INVEST AND HOW TO SPECU-  
LATE, by C. H. Thorpe 3.00  
BEAUTY'S AIDS: OR HOW TO BE BRAU-  
TIFUL, by Countess C. 2.25

## WILLIAM POWELL, LIMITED.

MONDAY, SEPTEMBER 2nd.

SALE! SALE!! SALE!!!

Ladies' and Children's Hosiery, Gloves, Hats, Cloaks, Mantles, Vests,  
Remnants, Toys, Dolls, Gentlemen's Hats,  
Half Hose and Gloves.

R. G. HECKFORD,  
Manager.

OLD MATURED  
JOHN WALKER WHISKEY,  
FROM THE FAMOUS  
KILMARNOCK DISTILLERY.  
THE FAVOURITE WHISKY IN THE OLD COUNTRY.  
ASK FOR IT!

Hongkong, 22nd July, 1901. [776c]

## A. CHEE &amp; Co.

17A, Queen's Road, Central.

ESTABLISHED 1859.

## FURNITURE DEALERS:

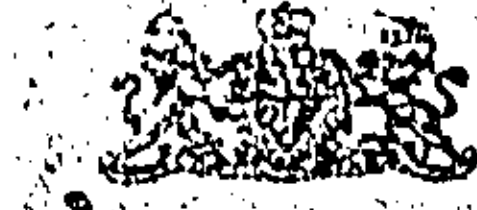
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mat-  
tresses, Cutlery and Dinner Services, Cooking Ranges and Kitchen  
Utensils, Aspinall's Enamels, &c. &c.

Our store is situated between the Principal Banking Institutions and  
Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

## Intimations.



ESTABLISHED A.D. 1841.

A. S. WATSON & Co.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

WATSON'S CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH  
WHISKY.

Pronounced by Connoisseurs to  
be the BEST BRAND in the FAR  
EAST.

Per Dozen - - - - - \$15.00

The following Blends are also recom-  
mended, and are unsurpassed  
in quality:—

A.—THORNE'S BLEND - - - - - \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine 'Soda'

WHISKY of great age... 10.80

C.—ABELOUR-GLENLIVET... 12.00

D.—H.K.D., BLEND of the

Finest Old Malt Scotch

WHISKIES - - - - - 14.40

A. S. WATSON &amp; CO. LIMITED,

THE HONGKONG DISPENSARY.

COTTAM &amp; Co.

JUST ARRIVED.

THE FAVOURITE SUMMER COLLAR.

1 1/2 INCH "LEADER,"

BATH GOWNS,

OVERLAND TRUNKS.

Hongkong, 20th July, 1901. [671c]

## The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 21, 1901.

## NOTES AND COMMENTS.

## To-day's Collapse.

The fact of another collapse having occurred to-day and a fatal one at that, though luckily attended by the loss of only one life, naturally leads one to ask the question, when is this state of affairs coming to an end? The answer to this is not difficult. Houses will continue to collapse and lives will be lost until such time as a thorough inspection of the city is made and all dilapidated or jerry-built structures pulled down.

But one half of the town is jerry-built or unsafe, we are told, and what is to be done with the people who are turned out owing to the fact that their houses are unsafe? For them some sort of accommodation would have to be provided and it would cost money. Very true, but still we think that a few thousand dollars would be a very cheap price to pay for the prevention of another such disaster as that in Cochrane Street and the money ought to be found. Could not some means be found of making the landlord of a ruinous building responsible in some way for the housing of the evicted ones, if it could be shown that he had been aware of the dangerous state of his property?

Things are certainly in a bad state and too little supervision is exercised over the builders. Look at Lower Lascar Row, where, as pointed out elsewhere, relieving arches have been cut through to make doors. Plans for these alterations would have been sent in to the P. W. D., we presume, and, if so, how was it that the fact that these arches were proposed to be cut through was not noticed and permission for the alterations refused? And even if the matter did not come to light in the plans, it ought to have been seen long before the work had reached its present stage. There is something rotten somewhere and the matter ought to be looked into. What a crop of pertinent questions Mr. WHITEHEAD will be able to have on hand shortly!

## A German Colonial Army.

It is very evident that Germany is striking out as a colonial power and intends to push ahead along the new path she has chosen. During the last seventeen years her colonies have grown until she now possesses close upon 1,035,000 square miles of territory, all of which she has obtained in the above mentioned period. In Africa she possesses the Cameroons, German East Africa, German South-west Africa and Togoaland; in the Pacific, the Bismarck Archipelago, German New Guinea, the Marshall Islands, the Caroline Islands, the Marianne Islands and the Peleus; and in Asia, Kiaochow. These colonies form a long list, but, with the exception of the African ones, they are not of very great importance. In fact with the exception of German New Guinea they are all composed of groups of small islands, mostly totally unfit for colonization by Europeans (as, indeed, is New Guinea) and from which very little benefit in the way of trade is to be expected.

It will thus be seen that Germany's most valuable possessions are her African colonies and her small settlement of Kiaochow, and it is probably to the latter, though so small in extent, that she looks for the greatest benefit, for Germany hopes to make of Kiaochow a German Hongkong which shall control the trade of the north of China. Others of course say that Kiaochow is poorly situated in being some distance removed from the mouths of the great waterways, but Germany hopes to overcome this drawback by the construction of railways and so draw off the trade from the rivers, which have, from time immemorial, been the routes of commerce.

As yet of course, Germany, as a colonizing or colonial power, is in her infancy, but she intends to push ahead and not only to foster her trade but to extend her possessions as much as possible. In order to accomplish this she has instituted heavy subsidies for her steamship lines which have, as we have all seen, grown at a prodigious pace under this system of Government irrigation, and, in order that her steamships may not be unprotected in time of war, she has commenced the construction of a navy which will not be shamed by those of other Powers. And her latest move is to be the formation of a colonial army, about as wise a step as any Power aiming at expansion could take.

But what sort of a colonial army is Germany about to form? That is the question. To us it appears that her colonial army will be colonial in name only, for it stands to reason that with her young colonies she cannot yet have a sufficiently large colonial bred German population to form even the nucleus of a cadet corps. This being the case it means that she is either about to form an army at home for service abroad or that she is going to draw upon her colonies for a native army. We fancy that the former will prove to be the method adopted, for the only natives under German rule who would be suitable for fighting men would be her Africans, and we very much doubt if she would care to use them for service in her Pacific and Asiatic possessions. Of course she might form a Chinese regiment at Kiaochow, but it would not be a colonial regiment in the true sense of the term. It would be simply a regiment of mercenaries, and those aliens, for we very much doubt if Germany can count a hundred Chinamen either born or naturalized German subjects.

This project of a colonial army for Germany should awake our War Office to the needs of the British Empire. If a nation with so few foreign possessions feels the necessity of a colonial army for the protection of those possessions, how much more must Great Britain require a colonial force? We have, it is true, small forces in Canada and Australia, and even our Crown Colonies have their local Volunteers, but what we think is really needed, is our larger colonies

at least, is a colonial army sufficiently powerful to act on the defensive in time of trouble without having to draw so largely upon the mother country as would be at present necessary. How many of our colonies, we should like to know, could defend themselves in the event of a disaster to the Navy, cutting them off, as it would do, from all help from the mother country? This is a question that might well be pondered upon, particularly as Germany seems to have already grasped the fact that she must not be dependent upon her fleet alone for the protection of her colonial possessions.

TELEGRAMS.  
SPECIAL TELEGRAM.

Special to the "Hongkong Telegraph."

## NORTHERN NEWS.

## THE SHANGHAI TRAMWAYS.

## THE SCHEME THROWN OUT.

(From Our Own Correspondent.)

SHANGHAI, 21st August.

3.30 p.m.

The adjourned ratepayer's meeting to consider the tramway scheme took place to-day.

Mr. Ziegler's scheme was, on a show of hands, carried by 92 to 57 votes, but the Municipal Council insisted upon a poll and the counting of proxies given by absentees.

The result of this was the reversal of the first vote by 210 to 187.

Three rackrenting landlords polled 70 proxies.

The scheme for public baths was also squashed.

Received 4.50 p.m.

Published 5.30 p.m.

## REUTER'S TELEGRAMS.

## GERMANY TO FORM A COLONIAL ARMY.

LONDON, August 19th.

It is stated that Germany has decided to form a Colonial Army.

## THE CONFLAGRATION IN LONDON.

LONDON, August 19th.

The recent fire in London occurred on the premises of Messrs. Walker and Thomas, and Messrs. Densham and Sons, Tea dealers, not the Mazawatte Tea Company.

## LATER.

## SHIPPING DISASTER ON THE PACIFIC COAST OF NORTH AMERICA.

LONDON, August 19th.

The steamer *Islander*, belonging to the Canadian Pacific Navigation Co., of Victoria, British Columbia, in returning from the Yukon, struck an iceberg, and sank in twenty minutes. Of the crew and passengers on board, 65 were drowned, and 111 saved.

## RUSSIA AND FRANCE.

LONDON, August 19th.

The Tsar of Russia will be present at the French Military manoeuvres at Rheims.

## WEATHER REPORT.

The Observatory report says:—

On the 21st at 11.55 a.m. barometric changes are slight. Pressure is highest over the N.E. coast of China, and gradients continue slight for E. winds on the coast, and for S. winds over the middle part of the China Sea. Forecast:—E. winds, light; showery.

## LOCAL AND GENERAL.

A TELEGRAM from Kobe to the *N.C. Daily News* says that Captain H. J. Purvis of the 3rd Bombay Cavalry died in his bed at four o'clock on the 19th inst., at Maruyama, Osaka, Kioto.

A SKETCH map of Mr. Hans Ziegler's tramway scheme for Shanghai reached us in the *Mercury* just to hand. The map and proposition was to be laid before a special ratepayers' meeting on the 19th inst.

THE French mail of the 15th July and the English mail of the 20th July, were both delivered in London on the 19th instant. It will soon be quicker to arrange to miss the French mail if you want your letters to get home on time.

We hear that there will be no inquest in the case of the woman who died so suddenly in Lyndhurst Terrace, the other day. It was at first thought that death was due to an over-dose of morphia, but the post-mortem shows that alcoholism was at the bottom of it all.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Ho Ngok Lau - - - - - \$50

Ho Wing Kiu - - - - - 10

THE alleged case of manslaughter with which police Sergeant Chu Kwai Lam was charged was concluded to-day. Mr. J. J. Francis, K.C., for the defendant, made a masterly defense. The jury, after retiring, brought in a unanimous verdict of not guilty and the defendant was discharged.

TEA men would no doubt be glad to hear of the extent of the damage done by the recent fire in London. That is to say, how much tea has been lost by the fire? If a very large stock has been destroyed, then the result might cause somewhat of a fall in the China trade. We hope that Reuter will enlighten us.

THE Mitsui Bussan Kaisha send us a tabulated statement of shipments of coal from Moji and Kuchinotsu to various ports during the first half year of 1901. The Mitsui Bussan Kaisha carried 523,135 tons from Moji, an amount largely in excess of other shipments, whilst 245,210 tons were shipped from Kuchinotsu, all by the M.B.K. Co. The coal for Hongkong amounted to 253,581 tons from Moji and 73,953 tons from Kuchinotsu.

We note that H.M. Ships *Eclipse* and *Daphne* were still at Amoy at date of latest advices. It is quite unusual for two British warships to be at Amoy together for so long a time, and it is therefore evident that there was more in our last scare than appeared upon the surface.

A JAVANESE paper says that it was reported from Seoul on the 10th inst. that the Korean Government will withdraw the embargo on cereals as soon as the 100,000 koku of Annam rice is imported by the Frenchman who contracted to supply the rice to the Government a few weeks ago.

ACCORDING to Consul Guenther, at Frankfurt, in a report to the State Department at Washington, an English engineer has worked out a plan to connect Alexandria, Egypt, directly with Shanghai, China, by railroad. The proposed road, which will be about 6,400 miles long, will have three divisions. The middle one of 3,125 miles already is in existence.

It is stated that more than thirty cases of typhoid fever occurred on board the Japanese cruiser *Akashi* during her stay at Shanghai and on her voyage from there to Sasebo. The patients were all removed to the naval hospital at the Admiralty port, and the vessel subsequently arrived here to undergo thorough disinfection at the local Megami Quarantine Station, where she now lies.

THERE is a very fine theatre on Kowloon Point. At least we conclude it is a fine one from the manner in which the Chinese flock to it. Kowloonites don't object to the theatre itself, because it isn't a nuisance; but what they do object to is the fearful row made by the audience at the close of the performance. If only they would wait to discuss the merits of the local Irving and Sarah until next morning many a weary Kowloonite would be thankful.

THE rain still seems to be hanging about and if it keeps on much longer it looks as if we shall have the greater part of Hongkong falling about our ears. We have had an Sanitary Properties Commission, a Food Supply Commission, and various other Commissions; we have applied for a Sanitation Commission and now we shall want a Jerry Building Commission. Would it not be cheaper and better to remove the whole lot to Lantau and start fresh?

MESSRS. POWELL & Co., Ltd., are making tremendous preparation for their selling off on September 1st. Their whole stock has been subjected to a thorough overhauling and they are determined to clear out everything that is not quite up to date. From what we saw this morning price seems no object, the only thing aimed at is to clear out at any sacrifice to make room for the large stock of new goods coming forward. Full particulars will be furnished later.

IF Mr. Chater takes any interest in the road which bears his name in Kowloon, we wish he would trot down and have a look at it. He would then probably go and ask the D. R. W. to rename the road or repair it. At the present time a good part of it resembles a bottomless bog more than anything else, and the coolies using it have had to build a neat little causeway of granite chips through the worst part of the quagmire in order to prevent loss of life. We do wish the whole of the Public Works Department would get bogged in it. Then perhaps they would think it was about time for something to be done.

THE other day a correspondent enquired of us as to whether "whilst the French troops have had their little differences of opinion with the Chinese in the North, the Foochow Arsenal, under the supervision of Frenchmen, has been turning out ammunition etc. for the Chinese?" We published the query in the paper with a note to the effect that perhaps our Foochow contemporary could afford the necessary information. That journal, however, replies diplomatically as follows:—

"The *Foochow Daily Echo* is not prepared to give any information on the subject."

Really, one would think the *Echo* had been educated in our own Colonial Secretary's Office, so very "official" is its reply.

APPARENTLY the Russo-French alliance is growing stronger than ever, for Reuter tells us to-day that the Tsar is to be present at the French military manoeuvres at Rheims. There is therefore all the more reason for keeping a sharp watch upon the actions of these two Powers in the Far East. M. Doumer's reference the other day to blocking India in Afghanistan and Yunnan is significant and looks as though the French were inclined to lend Russia a helping hand in the great southern march which has so long been her aim. What Russia would like to see would be a Russian Asia, and what could be more probable than that she would consent to France holding a small slice so long as she herself obtained the larger share?

MUCH regret will be felt by everyone, Chinese included, on learning that Mr. S. F. Mayers, of the British Consular Service, is about to leave Shanghai, says the *N. C. Daily News* of the 16th inst. Mr. Mayers has proved a most able and impartial Assessor at that most trying of tribunals, the Mixed Court, and has earned the lasting gratitude of all residents in the Settlement who have had anything to do with that Court. The improvements effected in the present Mixed Court are mainly due to the excellent suggestions made by him to the Magistrate. Mr. Mayers leaves here about the first week in September to take up the post of Assistant Chinese Secretary to the British Legation at Peking, a post which with his knowledge of Chinese, he is thoroughly qualified to fill. The pleasure which he undoubtedly feels at this well-deserved promotion must somewhat lessen the regret felt by his numerous friends at hearing the news of his departure. Mr. Campbell is to succeed Mr. H. C. B. Cockburn as Chinese Secretary.

THE following items are from the *P. & T. Times* of the 10th inst:—

Gen. Mei has returned to Tientsin, and it is stated that he has succeeded in dispersing the brigands in several districts, and has killed altogether several hundred rascals. In another place it will be observed we mention his defeat. We give both versions with impartiality, but one of them must be untrue; unless they refer to different periods of the gallant general's career.

Gen. Mei and Gen. Liu's men are reported to have had several conflicts with the brigands in which they have not come off well. In one conflict as they were getting the advantage a mine exploded and the Imperial troops were advancing and killed 150 of them.

A mounted Chinese police is being inaugurated for the protection of the railway, with foreign inspectors. We fear that some risk will attend the experiment, lest the Chinese become involved in disputes or raids with the villagers along the line.

The Chinese police ordered at the gateway through which the railway enters Peking, to their work by deputy, viz., up dummies with lanterns, and a few more. The matter was reported to Trick Chang, who was very angry, and for a few days the men put in an appearance again. The deputies, however, are once more in evidence.

## OUR JERRY BUILDINGS.

## ANOTHER FATAL COLLAPSE.

At about half-past eleven this morning another collapse occurred, the roof and floors of the kitchens of No. 21 Lower Lascar Row falling in. A gang of men, under Mr. Wolfe, was immediately sent to the scene of the disaster from the collapsed houses in Cochrane Street, and they started work at once on the debris which was blocking up the kitchen on the ground floor. From this was extricated a Chinese bricklayer who, it is surmised, was at work in one of the upper kitchens when the collapse took place, fell through with the floors, was buried in the debris and smothered. He was quite dead when taken out and the body was sent to the Mortuary. It was that of a man of about forty years of age.

The lower kitchen, from which the body was taken was inhabited by an old woman and her two children. At the time of the collapse she was chatting with some neighbours in U Yam Lane, on which the kitchen fronts, and her two children were playing about near her, so that the three had a very lucky escape from what must have been certain death had they been in the room.

So far as is known, the cause of the collapse is to be found in the fact that the men engaged in making some alterations to the houses had piled up some three tons of building material (bricks, tiles and so-called mortar) in one of the upper kitchens, with the result that the floor collapsed and brought away the roof with it, gutting the whole of the back part of the premises. An examination of some of the beams taken out showed that the ends were badly eaten by white ants.

Whilst on the subject of this collapse we should like to point out to the Authorities that it is apparently the intention of the owner to put hanging verandahs on this row of houses. To do this it has been necessary to turn the windows into doors, and we notice that those on the first floor have been cut clean through the relieving arches above the shop fronts. Why, we should like to know, was this allowed? Unless the work is stopped immediately and the builder prevented from carrying out the job, we shall have another disaster similar to that which has occurred in Cochrane Street, as soon as these houses are completed and inhabited. It looks to us too, as though preparations were being made for the addition of another storey, and if this is allowed in the present ruinous state of the building, the person responsible for it should be made to live in one or other of the houses. It would be a quick way of preventing further negligence and, — would save rope.

## THE COCHRANE STREET COLLAPSE.

Work still continues on the ruins in Cochrane Street. Nearly the whole of No. 32 has now been cleared, but it is impossible to get out some large beams and pieces of flooring until No. 34 has been cleared, for, as we pointed out the other day, it is necessary to shift the struts which hold up the surrounding walls the whole time as the work goes on. A very good impression has been made on No. 34 to-day, and it looks as though a very few days more will see the whole of the work of clearing the debris completed.

We have heard several complaints at the slowness with which the work has been carried out, but we would remind critics that the job has been both difficult and dangerous, and that the Chinese employed in clearing the rubbish have been exceedingly difficult to control. They don't like the job and shirk as much as possible, having to be driven to work every time a body comes to light. By far the greater part of the work has been done by the Europeans themselves and every credit is due to them for the way in which they have stuck to an unpleasant job. One of the European workers told us to-day that he tasted putrifying flesh with his meals and dreamed of corpses all night, and we don't wonder at it.

Up to the time of going to press no more bodies have been recovered, though several fragments have come to light. Many more are expected to be found under the ruins of No. 34, but it is impossible to reach them just yet on account of the dangerous state of the surrounding walls.

Apparently the Chinese do not take very much interest in their dead. Had such an accident occurred in England, the scenes around the collapsed building would have been heart-rending, owing to relatives waiting and watching for the remains of their lost ones to be unearthed. In Cochrane Street one does not see anything of the sort, however. When a body is taken out nobody rushes forward to identify it, and we are told that out of the large number sent to the Mortuary, only eight have so far been claimed and identified. So soon as the bodies coming out of the ruins became difficult to recognise, all efforts to find lost relatives seemed to cease, and so far as one can judge, there is more attention paid to the rescuing of clothing and property by the survivors than to looking out for the bodies of friends or relatives. It may be a national trait, but it seems somewhat strange when one takes into consideration what elaborate funeral rites are carried out in China, and how particular the people are with regard to their graves.

It seems that the stoppage in the supply of liquor to the workers yesterday was only temporary and all arose out of a misunderstanding. Orders were given that the men were to have beer sent down instead of spirits and the mistake arose somehow owing to this. At all events, matters were righted as soon as Mr. May got to hear of it.

The inhabitants of No. 27, on the opposite side of the street, have had to clear out of the house, owing to a large crack having appeared in one of the walls. If fact, it looks as though the whole of the houses in Cochrane Street had received a big jar from the shock of the collapse, and it will require a very careful examination before the full extent of the damage can be ascertained.



## HONGKONG HOTEL COMPANY.

The ordinary meeting of Shareholders in the above Company was held this morning at the Hotel. There was a very small attendance there being present—Messrs. Edward Osborne, R. G. Wilcox, and W. Parfitt (directors), also Messrs. W. Davis, W. A. Crickshank, Ellis Kadoorie, W. D. Craddock, Ho Fook, Ho Kom Tong, Lo Cheung Shin, Chau Chan Nam, Ho U. Shang, Sang Kee, and Mr. Mooney, Secretary.

The Secretary having read the notice convening the meeting.

The Chairman, Mr. E. Osborne, rising said:—Gentlemen,—With your permission, I will dispense with the reading of the Report. The profits for the past half year have more than fulfilled our expectations and we are able, after providing liberally for depreciation and repairs and after adding a substantial sum to Reserve, to recommend a dividend of 12½% which we hope will afford you satisfaction and should give you approval of our recommendations. The Reserve Fund will stand at \$90,000. Besides this, however, a very substantial sum is represented by 12,124 feet of land on the Reclamation, which though standing in the books at \$21,000 odd is, we consider, worth \$20 a foot or \$240,000 and at this valuation, although it does not appear so in the Accounts, you actually have a Reserve of over \$300,000, which, on a capital indebtedness of \$825,000, means that your finances are in a thoroughly sound and healthy condition. The question of utilising this land has occupied the attention of your Board for some time past and we intend shortly to submit definite proposals concerning it which, while not involving a large outlay, will enable us to retain possession of the land and at the same time earn a profitable return on its present market value. If there are any questions I shall be pleased to answer them.

There being no questions, the Chairman proposed the report should be adopted. Mr. W. Davis said he had much pleasure in seconding the motion. He considered the Directors were to be congratulated on the eminently satisfactory statement they were enabled by their exertions on the Company's behalf to put before the shareholders. Carried unanimously.

The Chairman.—The next business is the election of a Director. Mr. R. G. Wilcox retiring by effluxion of time is re-eligible. Proposed by Mr. Ho Fook seconded by Mr. Ellis Kadoorie that Mr. R. G. Wilcox be re-elected to the board. Carried unanimously.

The Chairman.—The only remaining matter, Gentlemen, is the election of Auditors. The retiring auditors, Messrs. W. H. Potts and W. H. Gaskell offered themselves for re-election.

Mr. W. Davis asked the Chairman if Mr. Gaskell was eligible. He (Mr. Gaskell) was submitting himself as a Director in the new Craigieburn Hotel Company, and if elected as Auditor to the Hongkong Hotel Company would necessarily come into knowledge of many things of importance to the new concern.

Mr. E. Osborne said:—The directors had taken notice of this and had written to Mr. Gaskell on the subject. Mr. Gaskell had replied in writing to the effect that he intended to offer himself as a Director. The new concern was a matter of the Directors' preference to leave to the shareholders, if they would, consult amongst themselves, he would only be too happy to put the result to the meeting.

Mr. W. Davis, having conferred with some members of the Company, proposed that Mr. W. H. Potts and Mr. Fullerton Henderson be elected Auditors. This was seconded by Mr. Crickshank and carried unanimously.

The Chairman thanked the members for their attendance, saying the warrants would be ready to-morrow morning if they would call and get them.

## A REFLECTION.

A correspondent writes:—The meeting of shareholders in the Hongkong Hotel Company this morning was instructive in many ways. Firstly, the complacency of the report of the most successful half-year yet presented was met with. Each shareholder seemed to have a sign of satisfaction with an inward consciousness of having richly deserved the dividend. Then the faith evidenced in the actions of the Directors, the faith even of a little child, for they can do no wrong, and truly the record is a great one, \$125,000 net on six months working. A Company of \$25,000 paid up capital having a reserve fund of \$300,000. Ye Gods, what a position to be in. No wonder they can afford to pay the mammoth dividends as announced to day and, shame to them, they do not reward the men who have made this return possible. Even as the strength of a chain is that of its weakest part, so all the efforts of the best set of Directors in the world would be futile if not ably seconded by the exertions of the those selected to carry out their instructions. Each of the large and rich Companies of Hongkong provide a bonus for their officers, with the exception of the Hongkong Hotel Company.

It is not all the Directors' fault, although they might suggest it to the shareholders and, having these individuals in such good training, no doubt a proposition to that effect would be carried. It is the shareholders, who quietly sit back and pocket their increment, that the suggestion should come from. Out of their plenty give their mite to the men who have helped to such a large extent to make the success of their business. Or is it that living so low in China they are saturated with the policy of "squeeze." Not content with squeezing their customers they must put their employees in the press. True the Chinese boys get a bonus of a month's salary at their annual holiday but the Europeans receive not one cent. Reward the "boy" for doing what he is made to do, for not stealing because he is watched, for not leaving at short notice because he would lose the wages kept in reserve, for being attentive for fear of being fined, but nothing to the men who, by tireless watchfulness and attention to duty, have made this state of things possible. Break a flower vase if you like, but be careful to treat the God of Hongkong, the BOY with all humility.

## WATER POLO.

V. R. C. "C" team will play V. R. C. "A" team in the Semi-final of the Hongkong Water Polo Challenge Shield competition to-morrow at the V. R. C. Kowloon, at 5.45 p.m. sharp.

Ladies are cordially invited by the Committee.

The following are the teams:—

V. R. C. "C" TEAM, (WHITE CAPS).

Goal—F. D. Bain.

Backs—R. Lapsley, C. A. Hance.

Half-back—Frank Jorg.

Forwards—A. Humphreys, A. E. Alves (Capt.), N. H. Alves.

V. R. C. "A" TEAM, (RED CAPS).

Goal—A. J. Mackie.

Backs—A. Loureiro, H. A. Lamont.

Half-backs—A. A. Alves (Capt.).

Forwards—H. S. Kennet, F. K. Tata, C. M. Alves.

Referee—Cpl. Morris, R. A. White.

Timekeeper—W. White.

## FRAGS AT THE KOWLOON HOTEL.

Matters at one time looked serious last evening at the Kowloon Hotel. About 15 American sailors were in the main bar in a "more or less" condition when some discussion arose about the payment for drinks. Two employees of the Dock Company were present and they, being Britishers, were fearfully mauled, knocked, and kicked about before quiet was restored. Fortunately for the blackguards (fifteen of them who would set on to two men) there were no police about, otherwise there would have been a very pretty case at the Police Court this morning. We are informed the fight was not confined to fists but glasses, table tops and legs of chairs were used in true American fashion.

## THE SEA SERPENT.

We hear that the sea serpent has been seen near Macao. While the Customs cruiser *Sumner* was off one of the small islands to the South of Macao on Sunday last the sea serpent was sighted some little distance away. It was at first taken for a large coil of rope and a boat was put out in charge of Mr. Custer, as the craft approached the reptile rose in the water to a height of about fifteen feet and attacked the boat, biting one of the oars. The crew were so taken a back that they never thought of firing on the beast, which made off. The length of the monster is estimated at fifty feet and it had what appeared to be a kind of horn or series of horns on its head in the form of a coronet. The reptile was seen by several people from the Customs cruiser, who are all convinced that it was a veritable sea serpent, whatever the sceptical may say.

## CORRESPONDENCE.

We do not necessarily endorse the opinions expressed by correspondents in this column.

## BUILDINGS INSPECTION.

SIR, I notice a paragraph in the morning paper commenting on a decision in the Police Court, whereby a Chinaman was mulcted in a fine of \$100 for not having his plans of alterations passed by the P. W. D. before starting building. Mention is made of it wanting the loss of fifty lives to wake up the officials. This, sir, is manifestly unjust. The officials cannot be blamed for these things happening, it is the fault of the mean, cheese-paring policy of the Government in having only one Inspector for the whole of Hongkong.

How can Mr. Crisp possibly inspect the whole of a town of this size, and that is practically what it amounts to? Why do not the authorities have a staff of men, practical experts, may them well, for there would be responsible work, and set about a proper look into the general state of things?

I warrant if the men were just, whole rows of verminholes would have to come down, top stories taken off and walls pulled down and rebuilt. Goodness knows rents are high enough to guarantee safety at least, but at present the landlord has the tenant body and soul by first reducing him to a state of poverty and then dropping a roof on him.

I am, Sir, Yours truly, A.

Hongkong, August 21st, 1901.

## AT THE MAGISTRACY.

L. S. Grant took a hand in the unlawful anchoring lottery this morning. Six Chinamen were charged and convicted and fined \$500 or fourteen days.

## ROGUES AND VAGABONDS.

P. S. A. Gordon charged four forlorn looking Chinese with being rogues and vagabonds. They were each sent to goal for fourteen days. With good chow, regular habits, and a roof over their heads they should be in good fettle at the end of fourteen days, to continue their living by stealing with renewed energy.

## STEALING.

Chung Wan was charged with stealing a piece of camphor wood, the property of one An Wok, a carpenter. The defendant said he was sleeping in the carpenter's match and some men sold him the wood for 10 cts. Mr. Kemp gave the prisoner the benefit of the doubt, also six weeks' hard labour.

## OPIMUM CASE.

Chan Tip and Li San Po were each fined \$200 or two months' hard labour for being in illegal possession of opium. They went to prison.

## DRUNK AND INCAPABLE.

P. C. Clemson took charge of Haden Dadsen because he could not take charge of himself. \$2 or eight days.

## LUCKY IN FINDING THINGS.

Shek Chuck told his Worship this morning he saw some sugar in the street and picked it up. He was not charged with removing an obstruction, but with stealing 15 cabbages of sugar, the property of the Wo On Yodown. Fourteen days' hard labour.

## SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow, the 22nd August, at 4.15 p.m.

## ORDERS OF THE DAY.

1. Correspondence relative to the depth of buildings.

2. Statement furnished in reply to Mr. Osborne's question relative to additional markets, latrines and urinals.

3. Correspondence relative to the closing of the well at the back of the market, Hung-hom.

4. Approval of a compassionate allowance for Mrs. Cruz.

5. Reply from Government to Sanitary Board letter No. 106, dated 15th June, 1901, relative to the provision for certain Sanitary Works, in the 1902 Estimates.

6. A letter from the Honourable Director of Public Works notifying the erection of a latrine at Yaumati.

7. A letter from Mr. Osborne having reference to the memorandum on the Petition dated the 25th June, 1901.

## AGENDA.

1. Results of experiments with the Virus Contagieux of Professor Danysz.

2. Minute by the Medical Officer of Health on the alleged overcrowding in Sheng Fung Lane.

3. Reply from Bishop Piazzoli to C.S.O. letter No. 1801, relative to the removal of the bodies of children dying in the Convents within one month of admission for post-mortem examination.

4. Plans of two public latrines—

(a) One of 46 seats on the west side of Gillies Avenue, Hung-hom.

(b) One of 40 seats at the intersection of Market and Kennedy Streets, Yaumati.

5. Correspondence relative to the erection of two latrines—one near the Canton and Macao Steamboat Wharf and one near the old Nam Fong.

6. Time-keeping Return for the fortnight ended August 19th, 1901.

## THE PLAGUE.

Number of cases reported Chinese.....1,537  
up till noon of the 20th Other Asiatics 34  
August, 1901 Europeans.....39  
Number of cases reported Chinese.....0  
during the past 24 hours Other Asiatics 0  
Europeans.....0

Total number of cases reported to date 1,618

Number of deaths reported Chinese.....1,503  
up till noon of the 20th Other Asiatics 34  
August, 1901 Europeans.....11  
Number of deaths reported Chinese.....0  
during the past 24 hours Other Asiatics 0  
Europeans.....0

Total number of deaths recorded to date 1,548

Since noon on Saturday last the cases and deaths are:—

Cases Chinese.....2  
Other Asiatics.....0  
European.....0

Total.....2

Deaths Chinese.....2  
Other Asiatics.....0  
Europeans.....0

Total.....2

The plague returns for last week were:—

Cases.....4  
Deaths.....5

## THE THIBETAN MISSION TO RUSSIA.

"The conquering of the Thibetan Lamas with their burly Russian neighbour has not escaped the notice of the Shanghai native press. The *Sin Wan Pao* calls attention to the fact that the visit to St. Petersburg is known to all the world, except China, which has no note. And perhaps Thibet will follow Korea, Annam, Siam, and Burma into the limbo of countries once under China's overlordship, but now alas! alienated into others.

The Lamas only sent us a nominal tribute and we did not interfere in their internal administration. But with Thibet it is different. We appoint Ambassadors, whom the Grand Lamas look up to as their superiors. Hence the proof of suzerainty is complete. Such subjects have no power to send embassies to foreign lands, and establish diplomatic relations with them. Now the Russian Emperor has received the Lamas with all the honours due to Ambassadors of the first rank. Surely this bodes no good for China.

Let us take the case of Korea as a warning. We regarded her as our subject before she was with Japan. But unfortunately we had allowed her to send her own ministers to other nations. Hence Japan regarded Korea as an independent nation and resented our interference with her internal disorders and we went to war with Japan. Now if we let Thibet send her embassies, this will be tacitly consenting to her independence and away goes the last shred of our suzerainty over that centre.

Russia is ready to assure us that these lamas have come on a purely religious mission. Such a story may deceive other lands, but not China, for we know that Thibet regards religion and government as one and the same thing.

The Thibetans know no sovereignty, and no government. They only have a firm belief in the Lama religion and the Grand Lama controls everything. In fact we rule Thibet through her religion."

## SINGAPORE MINING NOTES.

The following notes are from the *Straits Times* of the 13th inst:—

## GOLD MINES.

*Raub*:—has gradually increased the tonnage of quartz milled from 2,650 tons in May to 3,500 tons in July. It was decreased in the output of gold from 11 dwts. per ton in May to 8 dwts. 5 grains per ton in July.

*Shars* are firm at \$12.50.  
*South Raub*:—Have risen from 3 dwts 13 grains per ton of stone crushed in May, to 9 dwts 1 grain in June and 9 dwts 12 grains in July a very creditable rise which, I understand, is likely to continue.

*Shares* \$110, buyers.  
*Puntjans*:—No returns of milling have been received. The manager is vigorously prosecuting a part of the property with the hope of finding some payable lode.

*Shores*, very little business.

## NETHERLANDS INDIA.

From Dutch New Guinea comes news of fresh trouble. Many Chinese convicts have been sent there to serve out their time. The station is notoriously unhealthy, and almost certain death from disease was their lot. To escape this fate, about ten of them, one day seized some rifles and ammunition and fled into the interior. The police gave chase and shot down two of them. The balance escaped. It is feared that these eight escaped convicts will settle among the people of the interior and lead them in warfare against the Dutch. The inland natives are savages, lawless and bloodthirsty. Troublesome as they now are, they will be still more dangerous to the Dutch authorities under Achinese leadership.

At Sourabaya steps have been taken to start engine works and machine shops on a large scale, to be worked by a company with a capital of one million of guilders. Hitherto there has been nothing of the kind, save in a small way in Java. Machinery for sugar mills and other industrial undertakings had to be imported from Europe or America at enormous expense, the freight alone being 35 to 50% above the cost of the articles. The Dutch, for instance, the freight charges will be much lower for the raw materials to be worked up at Sourabaya.

In certain provinces of west Java, called the Preanger Regencies, the consumption of opium, allowed elsewhere in the island, has been forbidden since 1824. The Government now seeks, it is said, to reintroduce opium smoking there, though the people, from years of abstinence, make no use of the drug. Need of more revenue is said to be at the bottom of the move.

The Kehayan Mining Company in Dutch Borneo is said to be doing so well that the mining staff on the concession have sent their savings to Batavia and Sourabaya in order to buy shares in the venture. It is expected that the shares will soon rise to one hundred per cent above par.

A firm at Sourabaya has taken out a permit to put up large poster frames on footpieces at street corners on which to stick advertisements and puffs for unclesmen and storekeepers. Several business firms in that quarter intend to resort to this method of gaining public notice.

The Boyans are now quitting Java from domestic service at Samarang. Boyana have great reputation for honesty and a keen sense of duty. Employers at that port prefer Boyans as watchmen although they ask for higher wages than Javanese.

At Samarang there is a horse insurance association which has worked successfully for some years. The association held its annual meeting the other day there. *Straits Times* Cor.

## THE GOOD TIME COMING.

".....the Bill for the Protection of Chinese Immigrants and to prohibit their importation except on ships flying the British Flag." There's a flutter in the breast of the Cuckoo in his nest.

(Hein) Hang it!" said the German Junior Clerk.

"It is sung and cosy here, and I like the sparrow's cheer.

"Dear simple little Sparrow—in the Dark! *Ge n'est que le premier pas qui compte*, and your Governor's a brute.

Gentle sparrow, why this kick and why this squirm?"

And the nest begins to rock, and it's quite a nasty shock.

And the branch below feels anything but firm.

"I have basked for quite a while in my Foster Mother's smile."

"Confound it!" said the Teuton "mid his wares)

"And she always has supplied dainty bits for which I've cried."

(Oh I was climbing up the 'Golden Stairs')"

"And my sparrow Foster-Mother fed my Anglo-Saxon brother.

"With a 'fairness' whereof *he'd* to bear the brunt;

Fed and found me like a son, like she did the other one.

"But now methinks I see a change of front."

"Teutons, tremble for the loot, (*Ce n'est que le premier pas qui compte*)"

"That's the word that keeps on ringing in my ear.

What is this that is designed? Aie our friends no longer blind?

Say have we not the gravest ground for fear? And the profits of the past—Can it be they will not last?

(Oh the wholesome British Dollars, how they chink!)"

And as to what's in store for 'Free Trade in Singapore.

Is a thing whereon I hardly like to think."

Oh the end of freedom's days loometh through the future's haze,

("Peas for it!" said the Sparrow, 'neath his breath)

And there's quite an ugly smile on the erst-while Cuckoo's phile.

(Quoth the Sparrow—"Tis a harbinger of death!"

When the glorious powers that be think a trifle more of me,

You'll cease to grab the choicest of the grain, With a poll-tax on your head, you will mourn the life you led.

Oh! I look towards you, Mr. Chamberlain!"

JOSS CHINCHINJOSS, in the *Singapore Free Press*.

## FRENCH INDO-CHINA.

## THE YUNNAN RAILWAY.

The colonial expansion party in Tongkin hall with delight M. Doumer's success in floating the Yunnan railway scheme. "They do not disguise the fact that it has a political aim, far outweighing the commercial considerations arising from the productiveness of the province and the kind instincts of the people. They boast that the construction of the railway will remove every danger of British gaining preponderant influence in Yunnan. M. Doumer expects to carry out his plans within the next eight months, and then to throw to France. A pessimist in Tongkin throws cold water on the scheme by pointing out it is only low traffic rates that will draw to the railway the extensive trade which now passes down the Red River from Yunnan to the seaboard. But low rates will destroy the chance of running the line at a profit.

## OVER TAXATION.

M. Doumer has striven hard to raise the revenue by laying heavier taxes, to the dissatisfaction of the people. The Chinese are of late emigrating in larger numbers from Saigon owing to this. Formerly they used to flock thither in the sure and certain hope of soon making a pile of dollars with which to return to China. But now the taxes are so burdensome at Saigon that it is hard for Chinese to accumulate dollars. The Chinese are now forsaking that port for more promising fields in the Straits Settlements and Java. The burden of taxation has also proved to be too heavy in Upper Laos. There, an insurrection has broken out against the French authorities, owing to the people getting impatient of the tax-collectors' visits. The rebels killed the tax-gatherer. His hands and head were cut off and placed in a basket in which they were carried about from place to place, as a public show. The rebels were gaining strength and have been robbing and plundering on all sides, French traders and planters suffering the most. Troops and levies have been despatched against them. At the date of last advices, the insurrection was spreading. The Laotians had long stood the increasing burdens; but a poll-tax of \$1 a year on all men over twenty years of age drove them to desperation.

## GENERAL.

A Boer refugee named Sander is now taking shelter at Saigon. He was engineer at Kimberley, and joined the Boers at the outbreak of the war. In September 1900 he was wounded, in action, and was taken prisoner. Ceylon was his prison house after captivity in Cape Town. After shaving off his beard and moustache and getting change of clothes, he escaped to Colombo and managed to be taken out in a cargo boat as stoker. He reached Rangoon when he palmed himself off as a German and thus escaped detection. Finally he got to Bangkok by land via Moulemein. At Bangkok he was helped to passage to Saigon. There he met with aid, and the date of last advices had a chance of being employed as engineer at a sugar mill.

The Criminal Court at Saigon has sentenced an Annamite "boy" to penal servitude for life for an attempt to murder Madame Helouy, the wife of the editor of the Saigon *Opinion*. M. Helouy had dismissed the "boy" for dishonesty. Upon this the "boy" concealed himself in M. Helouy's house, until that gentleman had gone to office. He then came out and asked her to take him back into service. On Madame Helouy's refusal, the "boy" laid hold of a loaded pistol on a side table in the room and fired. Upon Madame Helouy stumbling, in rushing to call for help, he seized her by the hair and hammered at her head with the pistol. Help soon came and he was arrested.

French Indo-China has a Colonial Council with unofficial members. The Government, has, however, a standing majority, and the officials count for next to nothing. The colonists cannot stand this and have petitioned the Chamber of Deputies and the Senate at Paris for Council reform. They urge that their unofficial representatives should have some control over the taxes raised, and over the outlay of their money collected.

Prince Henri of Orleans has been taken so ill while travelling in the interior of Cochinchina, that he has had to return to enter the hospital at Saigon.

At Kwang Chau Wan many Chinese have died of plague. Nine Europeans were attacked, of whom two died. This low death rate is ascribed to their making free use of Verina's anti-plague serum. *Straits Times* Cor.

## INTERPORT RIFLE MATCH.

## ARRANGEMENTS FOR THIS YEAR.

The Honorary Secretary of the Singapore Rifle Association communicates to the *Straits Times* that it has been decided to hold this year's Interport rifle match (which is not confined to any particular body, but to the best shots in the port, whether Military, Volunteer, Police or Civilian) between October 26th and November 8th. For the first time in the history of this annual competition, Penang will be included in the match, so that the four competitors will be Hongkong, Shanghai, Singapore, and Penang. The historic three-cornered match that has so far been in vogue thus develops into a four-cornered competition, and although this may not perhaps be unanimously approved, more especially by some of the old members of past years, yet it should be remembered that old foreyism is not sport, and that the sole object of such a match is to promote the standard of rifle shooting, and any arrangement that tends in that direction should be welcomed by rifle shots. We understand that it is intended to invite Ceylon to join in, but as the negotiations have not yet proceeded far enough, it is not likely that they will be able to shoot this year; although it is hoped that next year the match will be a five-cornered one.

This year the match will be fired under British conditions, so that it will be possible to compare scores with those made at home this year. The conditions are:—

Range. Targets. Position prone.

200 yds., 3rd class, Bull 7in. diam.

4 ft. square Inner 14 "

Magpie 21 "

5/600 " 2nd class, Bull's eye 20 "

6ft. square Inner 30 "

Magpie 40 "

## NOTANDA.

## CALENDAR.

## AUGUST.

*Meteorological means based on fifteen years' observations to 1896.*

Barometer.....29.755

Thermometer.....81.0

Humidity.....83.0

Rainfall.....13.482

## TO-DAY.

WEATHER REPORT. On date at 4 p.m.

Barometer.....29.80



## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

| STEAMERS.         | DESTINATIONS.                                                                   | SAILING DATES.                    |
|-------------------|---------------------------------------------------------------------------------|-----------------------------------|
| KAWACHI MARU..... | MARSEILLES, LONDON & ANTWERP, via SHANGHAI, PENANG, COLOMBO and PORT SAID.....  | FRIDAY, 23rd August, at Daylight. |
| ROSETTA MARU..... | NAGASAKI, KOBE and YOKOHAMA.....                                                | FRIDAY, 23rd August, at Noon.     |
| KASUGA MARU.....  | SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE..... | FRIDAY, 23rd August, at 4 P.M.    |
| HAKATA MARU.....  | KOBE and YOKOHAMA.....                                                          | FRIDAY, 30th August, at Daylight. |
| KAGA MARU.....    | VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.....  | MONDAY, 2nd Sept., at 4 P.M.      |

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 9th August, 1901.

## TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

| STEAMERS.                                                                     | DESTINATIONS. | SAILING DATES.                  |
|-------------------------------------------------------------------------------|---------------|---------------------------------|
| NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)   |               | Sunday, 25th Aug., at Daylight. |
| AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)  |               | Tuesday, 17th Sept., at Noon.   |
| HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) |               | Saturday, 12th Oct., at Noon.   |

THE Twin Screw Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 25th instant, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Mexico, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany cargo destined to ports beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 21st August, 1901.

## TO IMPORTERS FROM THE UNITED STATES.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED, having established a REGULAR SERVICE of STEAMERS FROM SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the

GREAT NORTHERN RAILWAY LINES of the UNITED STATES, are prepared to contract for the conveyance of Goods from the PACIFIC COAST and Interior Points of U.S.A. to the

ORIENT. For further Particulars, apply to THE CHINA MUTUAL STEAM NAVIGATION CO.'S OFFICES, NEW YORK, To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits; FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

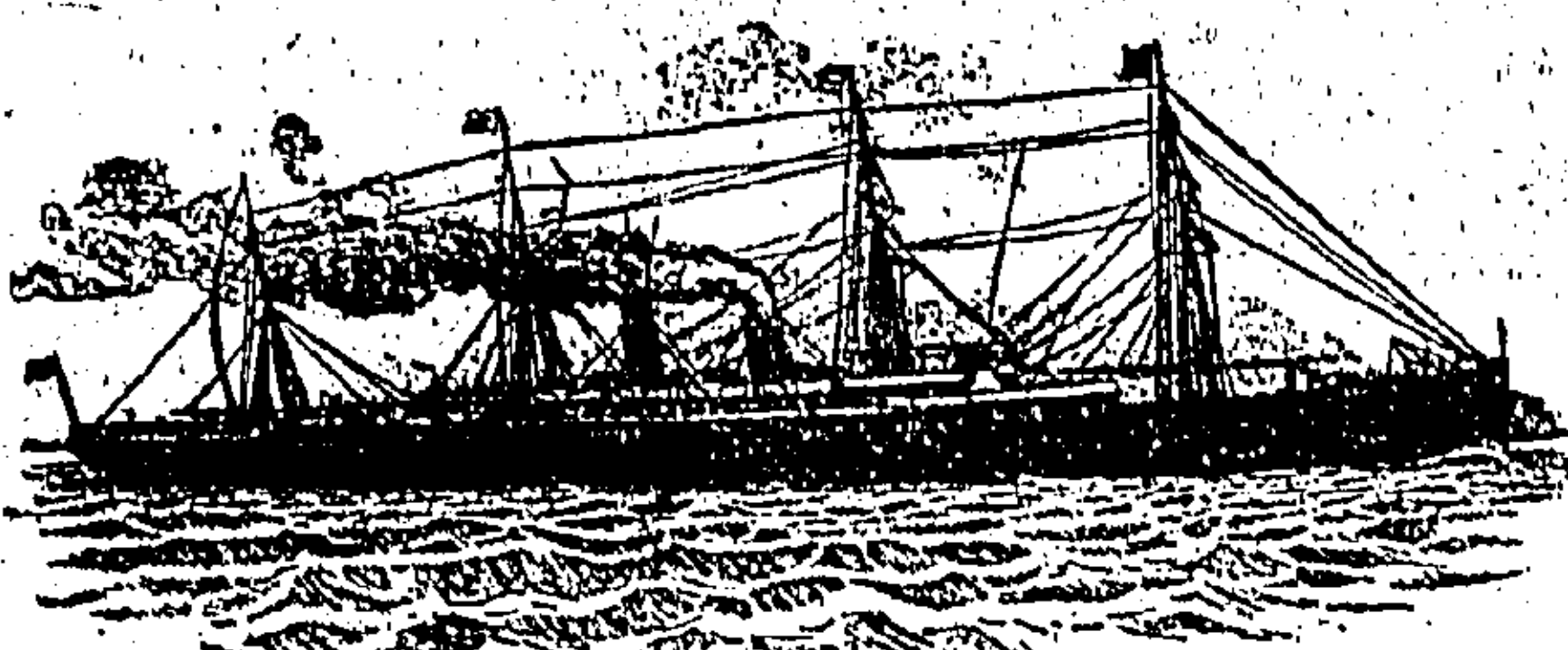
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 26th July, 1901.

[793]

## Mails.

## U.S. MAIL LINES.



## PACIFIC MAIL S.S. CO., OCCIDENTAL &amp; ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

|                       |                                   |
|-----------------------|-----------------------------------|
| "PERU".....           | SATURDAY, 31st August, at Noon.   |
| "CORPIC".....         | TUESDAY, 10th September, at Noon. |
| "CITY OF PEKING"..... | TUESDAY, 21st September, at Noon. |
| "GAELIC".....         | WEDNESDAY, 2nd October, at Noon.  |
| "CHINA".....          | SATURDAY, 19th October, at Noon.  |
| "DORIC".....          | TUESDAY, 29th October, at Noon.   |

THE P. M. Company's Steamship "PERU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 31st instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

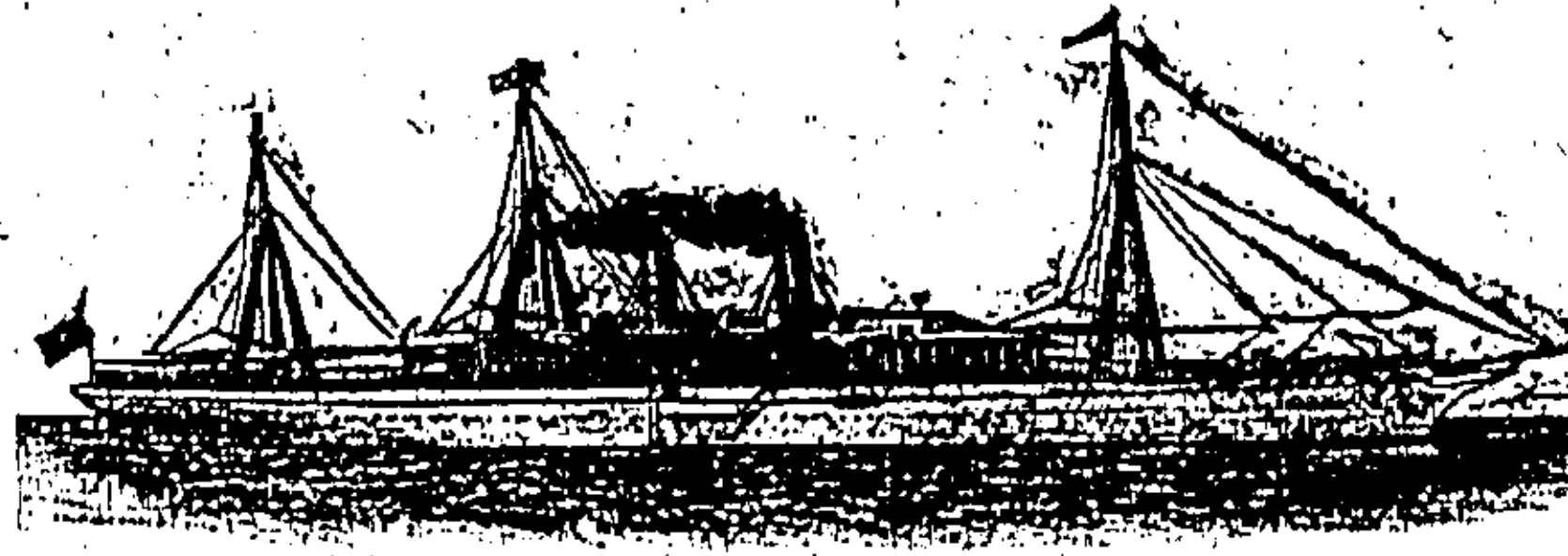
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 15th August, 1901.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 28th August.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R....WEDNESDAY, 25th September.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 23rd October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New-York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal ports and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,  
Pedder's Street.

Hongkong, 7th August, 1901.

## HAMBURG-AMERIKA LINIE.

## NORDDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates, to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

## PROPOSED SAILINGS FROM HONGKONG.

## SUBJECT TO ALTERATION.

| STEAMERS.                           | DESTINATIONS.                         | SAILING DATES.          |
|-------------------------------------|---------------------------------------|-------------------------|
| ALEXANDRIA.....                     | HAVRE and HAMBURG.                    | 27th Aug.               |
| Roerden.....                        | (Calling at SINGAPORE and PENANG).    | Freight.                |
| SIBIRIA.....                        | HAVRE and HAMBURG.                    | 10th Sept.              |
| Porcelius.....                      | (Calling at SINGAPORE and COLOMBO).   | Freight and Passengers. |
| ANDALUSIA.....                      | HAVRE and HAMBURG.                    | 21st Sept.              |
| Ehlers.....                         | (Calling at SINGAPORE and PENANG).    | Freight.                |
| ARABIA.....                         | HAVRE and HAMBURG.                    | 5th October.            |
| (Calling at SINGAPORE and COLOMBO). |                                       | Freight.                |
| ARAGONIA.....                       | NEW YORK, via SUEZ CANAL.             | Freight.                |
| Forst.....                          | End of August or beginning September. |                         |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 7th August, 1901.

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## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

| FOR.                                                                                            | STEAMERS.        | TO SAIL.        |
|-------------------------------------------------------------------------------------------------|------------------|-----------------|
| FOOCHOW, NINGPO and SHANGHAI.....                                                               | "WOOSUNG".....   | 22nd instant.   |
| SHANGHAI.....                                                                                   | "CHANG-SHA"..... | 30th instant.   |
| KOBE and MOJI.....                                                                              | "KANBU".....     | 31st instant.   |
| MANILA.....                                                                                     | "TAIYUAN".....   | 10th September. |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE..... | "TAIYUAN".....   | 10th September. |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is on board.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 20th August, 1901.

[514]

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

| FROM.                      | STEAMERS.        | DUE.            |
|----------------------------|------------------|-----------------|
| GLASGOW and LIVERPOOL..... | "TYDEUS".....    | 26th August.    |
| "....."                    | "PYRRHUS".....   | 5th September.  |
| "....."                    | "ULYSSES".....   | 12th September. |
| "....."                    | "AGAMEMNON"..... | 19th September. |

## HOMEWARDS.

| FOR.        | STEAMERS.        | TO SAIL.              |
|-------------|------------------|-----------------------|
| LONDON..... | "PELEUS".....    | 22nd August.          |
| "....."     | "STENTOR".....   | 3rd September.        |
| "....."     | "IDOMENEUS"..... | 17th September.       |
| "....."     | "AJAX".....      | 1st October.          |
| "....."     | "ORESTES".....   | about 15th September. |

For Freight, apply to

BUTTERFIELD & SWIRE,  
Agents, O. S. S. Co.

Hongkong, 9th August, 1901.

[12]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR ANPING VIA SWATOW AND AMOY.

## THE Company's Steamship

## "MAIDZURU MARU,"

Captain K. Suzuki, will be despatched for the above Ports, on FRIDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 20th August, 1901. [226c]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "LOONGSANG,"

Captain Weigall, will be despatched as above on FRIDAY, the 23rd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th August, 1901. [587c]

## NIPPON YUSEN KAISHA.

## FOR MANILA.

## THE Company's Screw Steamship

## "KASUGA MARU,"

(3,873 Tons Gross, Captain H. Fraser), will be despatched for the above Port, on FRIDAY, the 23rd instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 15th August, 1901. [579c]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR TAMSUI VIA SWATOW &amp; AMOY.

## THE Company's Steamship

## "DAIGI MARU,"

Captain K. Sobajima, will be despatched for the above Ports, on SUNDAY, the 25th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901. [226c]

## THE OSAKA SHOSEN KAISHA, LIMITED.

## FOR FOOCHOW VIA SWATOW AND AMOY.

## THE Company's Steamship

## "ANPING MARU,"

Captain S. Asumi, will be despatched for the above Port, on WEDNESDAY, the 28th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 14th August, 1901. [321c]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

## IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

## PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO.

## VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle..... about Sept. 15

## THE Steamship

## "STRATHGYLE,"

will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Ports beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further Information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan.

Hongkong, 15th July, 1901. [710c]

## SHEWAN, TOMES &amp; CO'S "NEW YORK" LINE.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

## "ATAKA,"

will be despatched for the above Port, on or about the 10th September.

To be followed by the

"SS. ANAPA," about 15th October, 1901.

For Freight, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 20th August, 1901. [1870c]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## PROPOSED SAILINGS FROM HONGKONG.

## VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

## FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

## Steamers.

Bratmar.....3,601 W. Watt.....Aug. 27

Duke of Rife.....3,821 J. S. Cox.....Sept. 10

Olympia.....2,837 J. Truebridge.....Oct. 1

## THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

## HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

## HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night; TACOMA to NEW YORK in 4 days.

Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

## HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA, TACOMA to DYEA and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further Information as to Passage or Freight, apply to

DODWELL & Co., LIMITED, General Agents.

Hongkong, 9th August, 1901. [14]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR STRAITS, CEYLON,







## Intimations.

## NEW PATENT SODA-WATER-MACHINE.

Especially suitable and a real necessity for Hotels, Hospitals, Barracks, Officer's Messes and Private Messes, Families in Up-country places, Mission Stations, and for Passenger Steamers.

The most simple and efficient machine yet invented for the manufacture of all kinds of Aerated Waters, Lemonade, Fruit Lemonade, Champagne, &c., &c., &c.

The machine is worked by hand, can be attended to by any ordinary native servant and manufactures Aerated Waters of best quality at enormously cheap prices.

LEOPOLD SPATZ &amp; CO.

Hongkong, 19th July, 1901

[733c]

## PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTERY, DIARRHOEA, HEMORRHOGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale

by THE PETER SYS COMPANY.

(Proprietors and Sole Manufacturers)

9, Old China Street, Shanghai.

12th October, 1901.

[31]

## HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

WASHING! WASHING! WASHING!!!

GENTLEMEN'S (ORDINARY)

At a fixed price of \$8 per month per head, or as per tariff.

LADIES' and FAMILY as per Tariff.

ALL ARTICLES DISINFECTED.

SHIRTS, COLLARS and CUFFS glossed by Machinery.

Californian Washermen Employed. No Coolies Sleep on the Premises.

Depot, 5, ICE HOUSE STREET.

F. G. ALLEN, Manager.

Hongkong, 6th August, 1901.

[845c]

## STEAM LAUNDRY COMPANY, LIMITED.

THE Company is now in a position to collect and deliver at Private Residences Customers who desire our man to call for their washing will oblige by addressing the Under-

signed.

F. G. ALLEN, Manager.

Hongkong, 14th August, 1901.

[870c]

## C. E. WARREN, BUILDING CONTRACTOR.

No. 25, ABERDEEN STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED and REPAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application.

NO. 10, QUEEN'S ROAD CENTRAL. Hongkong, 15th May, 1901.

[526c]

NEW GOODS.

PLENTY IN HAND.

D. NOMA, No. 12, Beaconsfield Arcade, Opposite the City Hall.

Hongkong, 30th April, 1900.

[41]

## F. BLACKHEAD &amp; CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRIMA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAINSLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c., &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

Hongkong, 14th May, 1900.

[58]

## OHS. J. GAUPP &amp; CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS and BOOKS. Nautical Instruments. Sole Agents for Louis Audouin's Watches awarded the highest Prizes at the Exhibitions of 1876, 1889, 1894, and 1900. Celebrated Opera Glasses, Marine Glasses, and Spectacles. No. 11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 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